certain time. Government are naturally limited by funds and by other considerations, and, as far as I can see, your town has not received any special disfavour at the hands of the Government. We have been doing works like repairs and improvements of landing places, and repairs and gravelling of roads, even though the problem is complicated by the fact that the works referred to by you lie within Municipal limits. I have only to point out to the members who represent municipal areas in this House that, so far as municipal areas are concerned, the works that are generally brought up before the Government are works of a costly nature. It is for the Municipal Councils concerned to prepare schemes which will, as far as possible, be remunerative schemes and place them before the Government. I have been saying this repeatedly, year after year, and I am glad to say that it has had some effect after all. Within the last year two Municipalities have placed workable schemes before the Government and these schemes are receiving the attention of the Government. You will have to prepare schemes and send them up to Government. If any particular landing place requires repair, the P. W. D. will attend to it. You want a road on the other side of the canal leading from the Cutcherry to the main river in the north of the town. It is a very big proposition. You will have to say how that work is to be financed. What is the return that it is going to give ? Please work out schemes in the Municipal Council and then come up to Government. Tell the Government: 'We have come forward with so much; the Government must give us the rest of the amount'. Then the matter will be considered. A general statement that the town is neglected is very difficult to answer. Government are doing, though slowly, all that lies in their power to improve communications and landing places as also the general condition of the public, and they will continue to do so.

78. Construction of a Railway in North Travancore and the means of financing the project.

Rev. P. J. John (Member, Nominated) represented that North Travancore was very backward in respect of means of communication, and to remedy the defect he suggested the early extension of the railway line from Kottarakara to North Travancore. Previous Dewans had promised that that line would be taken up immediately after the completion of the Quilon-Trivandrum line; and though the Dewan himself mentioned in his last year's Address that the line would be surveyed as soon as the survey of the Trivandrum-Nagercoil line was completed, it was a matter for regret to the people of North Travancore that no provision had been made in the budget for 1099 for the survey of that line, though the survey of the southern line was well-nigh over. He urged that the northern line was more important, and to the North Travancoreans it was a long-felt necessity, as the northern taluks were very backward in education and civilisation and the opening of the proposed line was calculated to improve their lot very much. Further, the line would bring under cultivation much of the waste lands in the north and would connect many important places of the north with the capital of the State. He stated that from the point of view of State finance also, the northern line would be materially more advantageous than the southern, in that the latter would render completely useless and unprofitable, the Quilon-Shencottah line already running at a loss to the State. Again, to realise in full the benefits of the Cochin Harbour for Travancore, the Member observed that the extension of the railway to the north was indispensable.

As regards the alignment, he proposed that it should be taken right through the middle of the country as the rumoured coastal line would not be paying in view of the cheaper water-way along the backwater. In conclusion, he pointed out that it was a matter for the Government to remember that the Kodayar Irrigation Scheme —a scheme of permanent importance and utility—was a boon conferred on South Travancore and that North Travancore had no such boon to boast of. In regard to the financing of the scheme, he stated that, since he was told by the Chief Engineer that t was not of immediate concern, he would reserve his observations on that point.

The Member also presented a memorial, urging the extention of the railway to North Travancore, signed by 43 members of the Assembly.

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Dewan's reply.—Mr. John, it seems to me that you are fighting a phantom. I do not think that it is seriously contended that a railway through North Travancore is a wild cat scheme. A railway through North Travancore would be one of the most useful things that could be done, and I may tell you, if it would satisfy you, that a railway through North Travancore—a railway connecting Kottarakara on the Shencottah-Quilon line with the Cochin Harbour or with the Ernakulam-Shoranur line—is considered to be an integral part of the Cochin harbour scheme. This railway is, therefore, bound to come one day or another. There is no dispute as to the necessity or as to the wisdom of constructing such a railway. I am personally a great advocate of improvement of railway communications (*cheers*), as I am of the improvement of all communications. It is now too late in the day to say that a railway through North Travancore is not desirable.

Having said so much, the question is what is the *modus operandi*? The first and foremost thing is the survey. It is by making a survey that you will be in a position to decide the route of this railway, and the degree of accuracy of the determination of this route would depend upon the sort of survey you adopt. If it is a mere reconnaissance survey, you simply decide roughly what direction the line will take. But if you make a detailed survey, you fix the line within very narrow limits. Well, as I have already said in my opening Address, we have obtained the sanction of the Government of India, which is necessary for the survey of such lines. We are now engaged in the survey of the Trivandrum-Nagercoil line. We estimated that survey to last for three or four months; but our expectations have been belied and the survey of that line is not yet over, though Mr. Marini has been at it now for a period of over six months. He has done only about two-thirds of that line. It will take another two or three months for him to complete that survey, and when that is done, the question of the survey of this line has to be taken up. I said guardedly and advisedly that the question of this survey would be considered, because, however keen the Government may be in starting the survey of the line, if the Legislative Council says that it does not consider the survey of the line urgent, we shall have to wait. Therefore, I said that the matter would be taken up for consideration as soon as this survey was over. Probably, when this survey is over, it will be time for the next budget.

The Member then pointed out that he did not speak on the money question because the Chief Engineer had told him that it was not a difficult matter to get money if it was decided that the work should be started.

Dewan.—The question of financing the railway is entirely premature now. We shall take up the question of survey of this line as soon as the survey of the other line is over. The construction of the railway and the selection of the particular route are not very simple matters. You yourself said that we do not want a railway for show. We want a railway, firstly as an advantage to the country, and secondly as a source of gain and not as a source of loss like the Shencottah-Quilon Railway. We must decide the route. You said that there was an impression that the railway line would go *via* Alleppey and Shertallai. That is a possible route for a railway line. I do not consider that to be a proper route, because the railway line will have to compete with a water-way and there is a well-made water-way there. As you all know, a water-way is much cheaper than a railway, and therefore I do not think that it is at all probable. Very probably it will go well away from the coast. It will try to avoid competition with all water-ways. That is what appears to a lay man like me as desirable. We cannot say anything finally until the survey is completed.

VI. PUBLIC HEALTH; MUNICIPAL COUNCILS AND MEDICAL RELIEF.

(1) Municipal Councils.

79. Suggestions for improving the working of the Nagercoil Municipality.

Mr. R. Dharmaraja Aiyar (Member, Municipal Council, Nagercoil) said that many parts of the town, especially Vadivisvaram, Kottar and Vakayadi wards were

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